

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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<b>COUNTRY</b>	Czechoslovakia	<b>REPORT</b>	<input type="text"/>	25X1
<b>SUBJECT</b>	Popular Attitudes and Opinions	<b>DATE DISTR.</b>	12 January 1955	
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**CONFIDENTIAL****REPORT****COUNTRY** Czechoslovakia**DATE DISTR.** 30, Nov. 1954**SUBJECT** Popular Attitudes and Opinions**NO. OF PAGES** 5

25X1

**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

25X1

**THIS IS UNEVALUATED INFORMATION**

25X1

**Strikes**

1. [ ] there was a successful strike of about one hundred employees of the CSAD Czechoslovak Road Transport National Enterprise, Shop 1103, at Prerov (N 49-27, E 17-27) at the time of the currency reform on 1 June 1953. Until that time, the workers had been paid in advance. The strike was precipitated when the management announced that hereafter pay would be given after instead of before the work and that the sums already advanced would be deducted from the men's future wage accounts at the rate of five old crowns for one new crown. The men demanded that they be allowed to pay the money back at once with old currency and refused to work until this was permitted. One of the workers, a Party member of thirty years' standing, parked a truck across the entrance to the garage to prevent any vehicles from leaving. The workers demanded that the chairman of the works council, one Tomanek (fnu), declare an official strike. The chairman refused, but put through a telephone call to the trade-union central in Olomouc to present the workers' grievances. One of the angry workers, one Hanusik, (fnu), seized the telephone from Tomanek, shouted into it that the workers had dissolved the works council, and hung up the phone.
2. No work was done in the repair shops and no trucks were sent out for three days. Bus service continued, however, as the bus drivers came to work at scattered hours and so were less able to agree to stay out. During this time, Tomanek travelled to Olomouc, where eventually

25X1

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CONFIDENTIAL  
- 2 -

25X1

orders were issued for the payment to be made at the favorable rate. When the announcement of this was made, the men went back to work. They were not paid for the time away from work, but they had won their point. Tomanek ignored the workers' declaration of his recall and continued as head of the council. The Party member who had parked the truck across the shop entrance was arrested shortly after the incident but released the next day, it was said on the orders of the local Party secretariat. He was not expelled from the Party, but was perhaps allowed to let his membership drop. No other workers were arrested or victimized for taking part in the strike, though reprisals were possibly taken later against the more vociferous strikers. [redacted] his expulsion from the university was the result of an unfavorable political report on him by the chairman of the works council. [redacted]

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3. A second strike took place in the same shops about June 15, 1954, when the management attempted to pay the drivers accumulated travel and per diem allowances at the fifty-to-one rate for the period prior to June 1, 1953. This strike likewise lasted about three days, and was only ended when the management gave in to the workers' demands. Apparently no work was done during the strike. In fact, when the strike broke out, the workers commandeered some CSAD trucks to run a short bus service to take most of the strikers back to their homes in Prerov and even to villages on the outskirts of Prerov.

25X1

4. [redacted] these were the only strikes in the CSAD shops at Prerov. [redacted] Strikes could only take place when the workmen were so angry that they did not care what happened to them. Small, unpublicized strikes such as those at the CSAD shops were fairly common occurrences in Prerov and elsewhere in Czechoslovakia at the time of the currency reform, and they would have been even more common if the authorities had not taken the precaution of forbidding the sale of alcoholic beverages.

25X1

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Next 1 Page(s) In Document Denied

**CONFIDENTIAL**

- 5 -

25X1

**Military Measures Taken after the East German Riots**

17. [ ] shortly after the news of the June 17th demonstrations in East Germany, a flight of from fifty to sixty MIG fighters of the Hungarian Air Force landed at Prerov airfield and stayed there for five or six days. [ ]

25X1

[ ] a special train carrying high Hungarian officers had come from Budapest to Prague at about the same time. [ ] explanation of both of these movements was that the communists were planning to use the Hungarian fighters to help suppress the uprising if need be, and that the Czech airforce was grounded at the same time because the Czechs were not as reliable instruments of the communists as the Hungarians. [ ]

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